

The Hong Kong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4063

晚五时八月十三日光

TUESDAY, OCTOBER 4, 1904.

二年禮

號四月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 15,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies.—
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHWANG, PEKING, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 3 per cent.

" " 4 "

" " 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000 \$17,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewan.
Hon. W. J. Grapson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellin, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

London Bankers—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per cent. per Annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed in a FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors—
Cressey Evans, Esq. Kwan Fong Kuk, Esq.
J. Focke, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 2nd August, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Tientsin, Calcutta, Hankow, Tsin-tan (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 22nd August, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37 = about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT: SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTTE
DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 16th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 " " 18 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £1,800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " " 3 " " 12 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Foochow, Tientsin, Newchwang, Port Arthur, Seoul, Chinkiu, Yokohama, Yokohama, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchingtan, Sasebo, Milko, Hakodate, Taipeh, do.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armens and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Honda, Ichimura, Kanada, Mameda, Manoura, Onoura, Ono, Sakurada, Tsukakura, Yoshimura, Yodoko, Yagisawa and other Coals.

S. MINAMI, Manager, Hongkong.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

SHANGHAI { COROMANDEL } About 8th Freight and
G. M. Montford, R.N.R. Passage.

LONDON, &c. { BENGAL } October 8th Noon } See Special
G. Philip, s. Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, JAPAN, COLOMBO, and PORT SAID { } About 13th Freight and
E. P. Martin, R.N.R. Passage.

SHANGHAI { BANCA } About 25th Freight only.
J. B. Ferguson,

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th October, 1904. [4]

Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigour to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soups, sauces, gravies and entrees.



779

TRADE MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

[41]

JOHN DEWAR SONS & CO., PERTH

WHISKY

Extra Special \$16.00 per case 12/1

White Label \$24.00, 12/1

KRUSE & CO.,
SOLE AGENTS.

778

This space is reserved for

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

PO CHEUNG & CO.,昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, &c.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904.

[33]

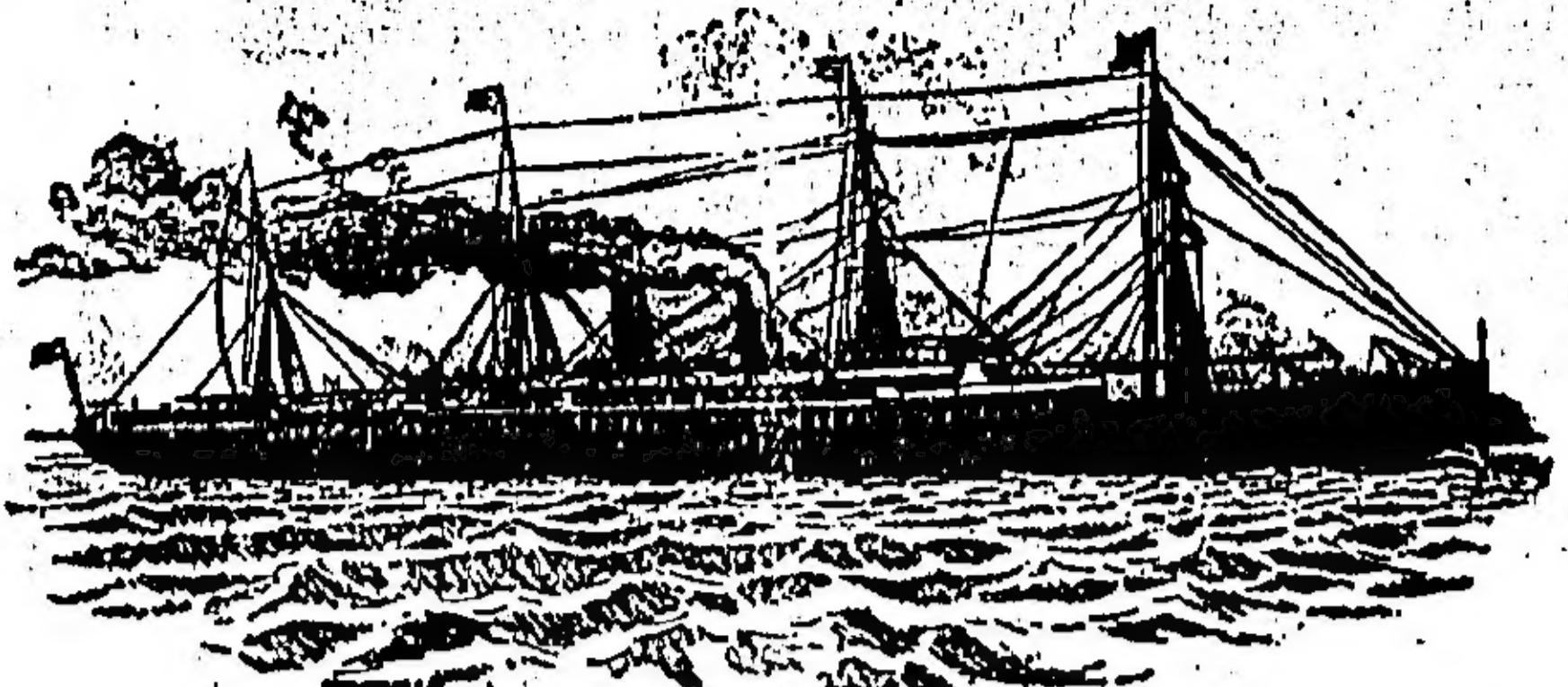
HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong,

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	Gross Tons..	SATURDAY, 8th October, at Daylight.
"COPTIC" 4,352	"	SATURDAY, 15th October, at Noon.
"KOREA" 11,276	"	SATURDAY, 29th October, at Noon.
"GAELIC" 4,205	"	TUESDAY, 8th November, at Noon.
"MONGOLIA" 13,639	"	TUESDAY, 22nd November, at Noon.
"AMERICA MARU" .. 6,300	"	TUESDAY, 29th November, at Noon.
"CHINA" 5,060	"	SATURDAY, 3rd December, at Noon.
"DORIO" 4,784	"	SATURDAY, 17th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th October, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation in Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

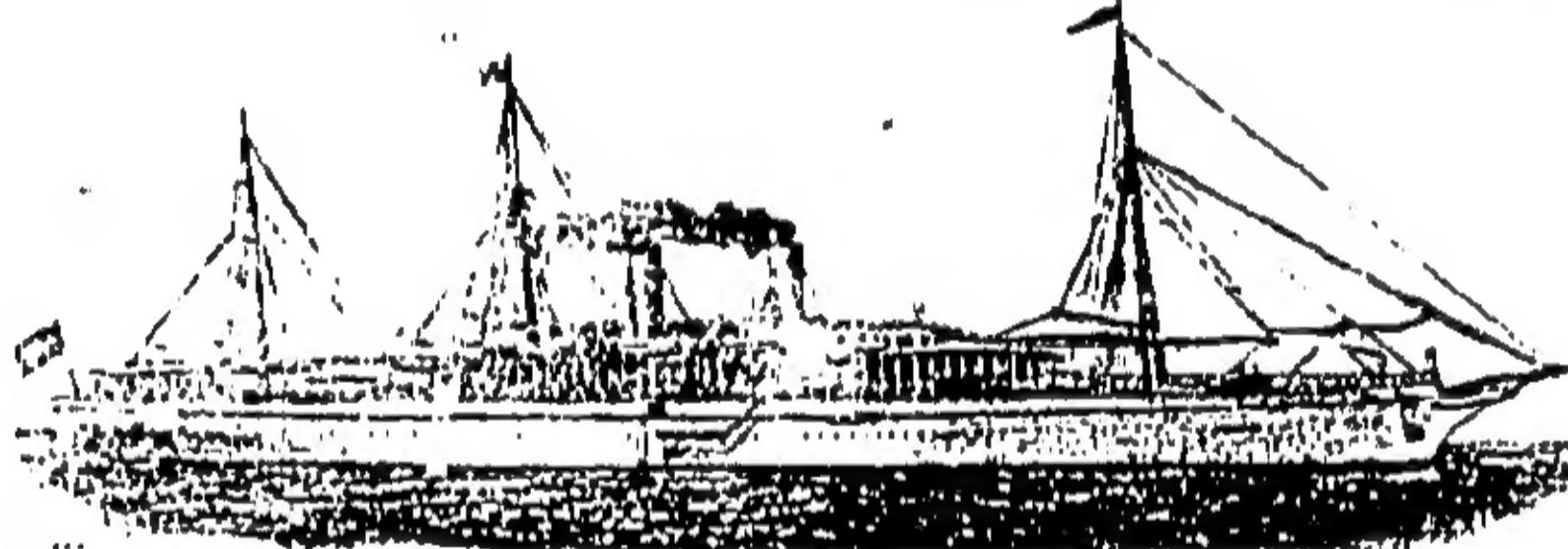
FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout deck bathing. The ca., at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passages and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 1st October, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons..... WEDNESDAY, 12th October.

" " "EMPEROR OF CHINA" .. 6,000 WEDNESDAY, 19th October.

" " "TARTAR" 4,425 WEDNESDAY, and November.

" " "EMPEROR OF INDIA" .. 6,000 WEDNESDAY, 16th November.

" " "EMPEROR OF JAPAN" .. 6,000 WEDNESDAY, 14th December.

" " "ATHENIAN" 2,440 WEDNESDAY, 28th December.

Hongkong to London, 1st Class, via St. Lawrence &c. via New York £62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail £40.

Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked first to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 21st September, 1904.

[10]

HAMBURG-AMERIKA LINIE.

OESTERREICHISCHE FRAECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SURJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES. Freight

SCANDIA HAVRE and HAMBURG. 6th October. and

(ex KONIGSBERG) (Calling at SPORE, PENANG & COLOMBO). Passengers.

Behrns HAVRE and HAMBURG. 18th October. Freight.

SUEVIA HAVRE and HAMBURG. 1st Nov. Freight.

(Calling at SPORE, PENANG & COLOMBO). Schilke.

BRISGAVIA HAVRE and HAMBURG. 15th Nov. Freight.

(Calling at SPORE, PENANG & COLOMBO). Madsen.

SLAVONIA HAVRE and HAMBURG. 29th Nov. Freight.

(ex STRASSBURG) (Calling at SPORE, PENANG & COLOMBO). Schoenfeldt.

SEGOVIA HAVRE and HAMBURG. 29th Nov. Freight.

(Calling at SPORE, PENANG & COLOMBO). For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 20th September, 1904.

[16]

TSIN TING.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.

17, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st June, 1904.

[18]

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

[19]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION

COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,303 tons. Captain R. D. Thomas.

" " "POWAN" 2,338 G. F. Morrison, R.N.R.

" " "FATSHAN" 2,260 W. A. Valentine.

" " "HANKOW" 3,073 B. Branch.

" " "KINSHAN" 2,860 J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8:30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 419 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about

7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about

7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 388 tons. Captain J. Wilcox.

" " "NANNING" 169 C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376. Telegrams, "Dock

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

ON MONDAY, OCTOBER 3rd,

we shall have on view the following fine selection of

NEW GOODS.

LADIES' DEPT. . .

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt and Straw Hats.

Lace Fichus and Scarves.

Viella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and Damask Cloths.

Linen Huckerback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

&c., &c.

GENTS' DEPT. . .

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling Rugs.

&c., &c.

Wm. POWELL, Ltd.
HONG KONG.

Intimations.

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, to 8th October, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th September, 1904. [1079]

KOWLOON CRICKET CLUB.

A MEETING of the above Club will be held in the SEAMEN'S INSTITUTE, on WEDNESDAY, the 5th instant, at 9 P.M., to discuss the preliminary arrangements.

J. H. SWAN.

Hongkong, 30th September, 1904. [1088]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., &c., all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATHBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Dep't, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [1077]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,
WE HAVE SECURED THECO-OPERATION
OF THE MAKERS OF THE"APOLLO
MASTER
PLAYERS"IN LOWERING THEIR PRICES, AND
WE NOW OFFER THEM FROM

\$385.

NEW
CONSIGNMENT.

JUST ARRIVED

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Fault, which can be said of no other Player.

THE
ROBINSON PIANO
Co., Ltd.

Hongkong, 12th September, 1904. [1093]

ESPECIAL OLD TOM GIN.
Marshall and Elvys.DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 13th May, 1904. [1088]

Wm. POWELL, Ltd.

HONG KONG.

Hongkong, 1st October, 1904. [1090]

[1088]

THE COULIE SHIPMENTS FOR
SOUTH AFRICA.

WORK AT CHEFOO.

The arrangements for the recruiting of coolies for the mines in the Transvaal, as far as Shantung province is concerned, are rapidly being perfected. The emigration agent of the Transvaal Government has taken offices in the buildings formerly occupied by the St. Louis School, near Sietas & Co.'s, and the work of shipping off the men will soon have commenced in real earnest.

Captain Barnes is the agent in charge of the work in Chefoo, and Messrs. Cornabe, Eckford & Co. will handle the business at this port. Already large sheds to house the recruits prior to their departure are being erected over at the Bluff. These temporary structures will, in time be supplanted by more permanent building, in the erection of which about fifteen thousand pounds sterling will be expended. The temporary structures will cost about fifteen thousand dollars.

It is expected that about two thousand coolies will leave here for South Africa every fortnight, after the work is well in hand. There are four emigration stations in China—Chefoo, Chingwantaoh, Hongkong and Weihaiwei. Mr. Perry, who is now in Tientsin, is in charge of the emigration from China, representing the Labour Bureau of the Transvaal mines. Chefoo is expected to be the best recruiting place of the four above mentioned, as the coolies of Shantung province are the best in China.

The work at Chingwantaoh is now well underway, and the men are leaving there at the rate of about two thousand every three weeks. Recruiting at Hongkong has been set back somewhat, owing to difficulties with the Chinese Government, but it is hoped these will be speedily overcome. The only thing that is at present delaying activity in recruiting at Chefoo is the slowness with which the necessary proclamations are circulated by the Chinese local authorities.

Native agents are sent through the province, properly accredited, to enlist the coolies.

These agents carry written authorization upon which their photographs appear.

The prospective recruits are sent to Chefoo, where a record is taken of their names, family, etc., in fact a complete pedigree—and they are examined as to their physical qualifications for the service. They are put through a bath before submitting to the scrutiny of the local medical examiner, Doctor Molynaux. No opium smokers are accepted, neither are those affected with any ailment which is likely to be contagious. After being passed, they pass into the care of the local agents, who house and feed them until a sufficient number for shipment is at hand. About two thousand coolies constitute a ship load.

The coolies get an advance of fifteen dollars per head and a complete outfit of clothing. In the Transvaal the minimum pay is \$6.6d. per day to begin with, plus free food, quarters and medical attendance. They are guaranteed a minimum of 45 shillings per month at the end of six months. Contracts call for a three years' engagement. A smart coolie will be able to earn as high as eighty shillings per month.

The Chinese Government gets three dollars per head for every coolie exported. In addition to the advantages accruing to the individual coolie in the way of increased pay over what he can get at home, he comes back at the end of his period of service an experienced miner, and in some cases very likely an expert. The government thus benefits in the education afforded to its citizens who might otherwise remain simple coolies all their lives.

Chefoo is expected to become the most important of the recruiting stations. A special yamen has been fitted up in Chinatown under the supervision of a delegate of the Chinese Government.

The system of identification is complete. A very minute record is kept of each man who is shipped out. Wives and children of the coolies will be sent with them to South Africa, free of expense, upon application.

About ten large ships are now under charter to carry coolies between Chinese ports and the Transvaal, and many more will probably be called into service as the recruiting proceeds.

—*Chefoo Daily News*.THE AMMUNITION CORPS ON
THE BATTLEFIELD.DIFFICULTIES ENCOUNTERED AND
OVERCOME.The correspondent of the *Mainichi* with the Second Army Corps, describing the difficulties and hardships experienced by the ammunition corps during the fighting at Liayang, says these corps encountered not less hardship and privation than the combatants themselves, and their services fully merit special record. Continuing, the correspondent says:—

"The third artillery ammunition corps of the Ogawa column, which formed the third train in the order of march, specially distinguished itself by hard labour. This corps surmounted all difficulties and surpassed all other corps on the march, and was the first to deliver its supply of ammunition to the artillery at the position occupied.—At about 11.30 o'clock on the night of August 29th the third artillery ammunition corps received orders from Lieut.-Col. Mori, (in command of the Ammunition Corps) to march to Hokkido on the following day, starting at 7 o'clock in the morning. The corps left its quarters according to the order, but after proceeding about four miles the road became very bad, the carts sinking deep in mud. The land here is low-lying, and the absence of drainage transforms the district into a swamp. The clayey soil greatly taxed the horses, which soon became exhausted. After an hour's rest to refresh the horses, an order was received to push on to Yatai. It was 1 o'clock in the afternoon. Carting had already been opened, and the want of ammunition made it imperative for them to go on

The men struggled forward, but the further they advanced the worse the road became, and the worse the road became, the more difficult it was to march.

In this predicament the sun set. This was followed by a heavy fall of rain, and the night became so dark that nothing could be seen. Carting had still in progress. The corps proceeded with desperate energy and at last the men arrived at a stream, which blocked their way. It was now impossible for them either to advance or retreat, and then they spent the night under torrents of rain, men and horses knee-deep in water and mud. At daylight on the 1st, the corps resumed the march and at last reached the main road, which was found impassable. A by-road was discovered, but this was little better than the rest, intersected with mud holes three feet deep. Mine stakes were laid on the road and the men made some progress, but continually carts were overturned and horses fell. At length the head of the line reached the first place of destination, Hakkijo, at 7.30 o'clock in the afternoon, having spent about seven hours in marching a mile and a quarter. All felt much relieved, but Lieutenant Ota, in command of the corps, was determined to complete the march and press on to Daichokatal by way of Jokoh. At 9 o'clock on the morning of the 1st instant half the corps proceeded to Shichibatai, one company to Daichokatal, and another company to the artillery position, and delivered the munition supplies. The corps then repaired to the ammunition store at Anatian, and obtained fresh supplies, joining the main force about 6 o'clock on the evening of the 2nd instant. The distance between Togoko and Daichokatal is only about 15 miles, but the corps took almost three days and nights to cover it, and during this time no one had the chance to sleep. They were also short of food. One day the men worked and fasted, and another day their only food was raw potatoes. During the journey a number of horses died from exhaustion. The men had to take off their boots or watji and walk with bare feet, with the result that the feet of many were in a very bad condition."

It is a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extract of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T. 1/10

Do. demand 1/10 1/16

Do. 4 months' sight 1/10

France—Bank T.T. 2.30

America—Bank T.T. 4.44

Germany—Bank T.T. 1.87

India—Bank T.T. 1.37

Do. demand 1.37

Shanghai—Bank T.T. 7.14

Japan—Bank T.T. 9.04

Singapore—Bank T.T. Nominal

Java—Bank T.T. 1.01

Buying.

4 months' sight L/C 1/10

6 months' sight L/C 1/10

30 days' sight San Francisco & New York 4.51

4 months' sight do. 4.51

30 days' sight Sydney and Melbourne 1.10

4 months' sight France 2.34

6 months' sight 2.36

4 months' sight Germany 1.91

Bar Silver 4.64

Bank of England rate 3 %

OPIUM QUOTATIONS.

Today's quotation is as follows:—

Malaya New @ 1.050/1.090

Old @ 1.105/1.150

Older @ 1.180/1.220

Oldest @ 1.280/1.300

Pain's New @ 1.100

Bunras New @ 1.070

Persian (Paper) @ 880/940

Per chest

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE
MELLOW
FLAVOUR
OF OUR CELEBRATED
E BLEND
VERY OLD LIQUEUR

SCOTCH WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 15th September, 1904. [35]

TELEPHONE NO. 556.
CABLE ADDRESS: "ACHEE," HONGKONG
A. D. C. CODE, 47TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed:
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telephone No. 358.

Teleg. Address: MARINWORK.

Hongkong, 3rd May, 1904. [48]

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 16th ult., on board the s.s. "Malaya,"
in mid-ocean, the wife of C. E. WEATHERLY,
of Massachusetts, is dead.

On the 24th Sept., at Singapore, the wife of
M. I. PAES, of a daughter.

On the 27th of September, at "Kilnside,"
Falkirk, Scotland, the wife of FRANK DRAKE,
of a son.

MARRIAGES.

On the 27th August, at Cranley-gardens,
Lieutenant E. STEVENSON, R.N., to EVELYN
FLORA ST. AUBYN, daughter of W. C.
Angove.

On the 17th September, at St. George's
Church, Penang, by the Rev. H. C. Henham,
GEORGE ERNEST SHAW, Esq., of the F.M.S.
Civil Service, son of the late George Shaw,
Esq., J. P., Co. Kerry, to DOROTHÉA JENNY,
daughter of R. G. Palmer, Esq., of Klampang,
Perak.

DEATH.

On the 23rd of August, at Gravesend, Eng-
land, C. F. ARNOLD, late Captain of the s.s.
Wen-chow, aged 37 years, of pneumonia.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 4, 1904.

TRADE MARKS IN CHINA.

In view of the repeated demands which
foreign Powers alike have to be made before
China can be persuaded into carrying out
her Treaty obligations, it is somewhat curious
to find the Shanghai General Chamber of
Commerce unprepared to accept, without
postponement, the provisional regulations
governing the registration of trade marks,
under the terms of the British Commercial
Treaty. This Treaty was signed at Shanghai
upwards of two years ago, and early in
February the draft rules were submitted to a
representative meeting of British importers,
and subsequently laid before three of the
great Powers trading with China. They
then passed through other official channels,
and, ultimately, were again considered by
British importers to whom it was doubtless
pointed out that they were provisional in
character, and constituted the first step towards
the attainment of a very desirable object.

The Shanghai Chamber of Commerce, how-
ever, found it difficult to grasp and digest
the situation and the possibilities thus
brought about, with the result that they
decided to wire to Sir Ernest Satow for a
postponement of the date on which the regu-
lations should come into force. The British
Minister, however, requested them to put
their views in writing, and to this end the
Chamber recently held a special meeting
at which Mr. J. W. Jamieson, the British
Commercial Attaché, gave the members a
lengthy summary and an interesting review
of the benefits to be derived from the new
regulations. He laid before the meeting a
succinct statement of how they came into be-
ing, and pointed out that there was no
desire not to meet the views of
merchants, as far as it may be possible
to do so. Protection had been asked
for, and to obtain that registration was a
necessary corollary. In what respect, he
asked, did Rule 21 leave anything to be
desired. That rule, which along with
the others, has already been printed in our
columns, reads as follows:—"21.—The un-
dermentioned offences are punishable with
imprisonment up to one year, and a fine not
exceeding Rs. 300, but judgment can only
be given in a suit instituted by the party
aggrieved: (a.) Any attempt to use a
similar class of goods, or to imitate a regis-
tered trade mark, belonging to another
party, or to offer the same for sale. (b.) To
imitate a trade mark, or apply it to a similar
class of goods, or knowingly to sell such
goods, or have the same on the premises for
purpose of sale. (c.) To use an imitation
of a trade mark as a "chop," or to employ
it for purposes of advertisement. (d.)
Knowingly to use packages or wrappers
bearing the registered trade mark of others,
for the same class of goods, or knowingly to
offer the same for sale. (e.) To import
goods, being well aware of the fact that they
infringe the trade mark right of others." Another point which had been overlooked
and to which Mr. Jamieson drew special
attention was rule 8, dealing with protection
afforded registration to any marks in use
prior to the signature of the British Treaty.
This clause which subsequently evoked
considerable discussion as to its meaning is
as follows:—"8. Trade marks which infringe
the following conditions cannot be registered:—(c.) Marks already registered, or
marks resembling, or of the same nature, as
marks which, for over two years prior to the application for registration,
have been publicly used in China or
have covered a similar class of goods."

A third point which had been made
much of by the conscientious objectors was
that registration facilitates the pirating of
marks. This is far from our experience
in Hongkong, and as was pointed out at
the meeting, registration in this Colony,
where similar conditions to those in China
prevail, does not appear to have led to any-
thing of the sort. Mr. Jamieson reminded
the members of the Chamber that, in a
country where extra-territoriality obtained, all
the Government can do is to protect the
stranger within their gates against the
infringement of his rights, on the part of
their own nationals. They cannot legislate
on non-Chinese, and yet even in the provi-
sional regulations the Government had
done its best to secure as full a measure
of protection as possible. To sum up, the
Attaché considered there had been too much
jumping at conclusions on the part of
merchants, and he asked them to give the
rules a fair trial without alteration or post-
ponement, bearing in mind that whatever
anomalies, not of vital importance, which
they might come across, are due to the fact
that the Chinese Government are legislating
primarily for Chinese as far as registration
is concerned, while at the same time doing
their best for foreign interests as far as pro-
tection is concerned. Quite a lengthy dis-
cussion ensued upon the termination of Mr.
Jamieson's address, two of the members
present questioning the British Commer-
cial Attaché's explanation of the Article
concerning the conditions under which trade
marks cannot be registered. Sir Charles Dud-
geon, however, agreed with Mr. Jamieson's
interpretation of the regulation, and, in the
course of a short speech, expressed the
opinion that the regulations, as they stood,
did not form an ill-considered set of regulations,
but were very favourable to their wishes,
and to those who wished to obtain registration
in Shanghai. However, the meeting
did not appear satisfied with the statement
of affairs, and appointed a sub-committee to
consider the regulations, and prepare a report
to be forwarded to the British Minister, to
enable him to obtain the postponement for
six months. Whether this will be granted
remains to be seen, but in view of the fact
that Sir Ernest Satow is not disposed to put
forward such an application unless it can be
demonstrated to him that there are cogent
reasons for so doing, it is more than likely
that the representations of the Shanghai
Chamber will not meet with the object
sought.

LOCAL AND GENERAL.

THE war taxes in Japan have brought in
returns above the estimates.

WIRELESS telegraphy is still going on between
Chefoo and Port Arthur.

MR. TOM WAITS WON SEVEN RACES AT CHEFOO
INCLUDING THE CHAMPIONS.

IT IS STATED THAT FIVE HOLLAND SUBMARINES ARE
BEING BUILT FOR JAPAN IN MASSACHUSETTS.

NORTHERN EXCHANGES STATE THAT THE JAPANESE ARE
BLOCKADING PORT ARTHUR VERY CLOSELY AND EFFICIENTLY.

THE CHEFOO DAILY NEWS WRITES IN THE MOST
EULOGISTIC TERMS OF GENERAL STOSSEL'S DEFENCE OF
PORT ARTHUR.

ALL THE HEAVY RUSSIAN BAGGAGE HAS BEEN SENT TO
TIEHLING, AND THE OFFICERS AT MUKDEN SLEEP IN THE TRAINS.

THE P. & T. TIMES UNDERSTANDS THAT THE
CHINESE ENGINEERING AND MINING CO. HAVE
SOUGHT THE STEAMER FUPING.

THE STEAMER, UISON, WRECKED ON THE MIAOTAO
ISLANDS, WENT DOWN IN DEEP WATER AS SOON AS
HER CARGO WAS GOT OUT OF HER.

MANY JAPANESE DISGUISED AS COOLIES HAVE BEEN
CAPTURED BY THE RUSSIANS, AND NOW WE READ
THAT A RUSSIAN DISGUISED AS A COOLIE HAS BEEN
CAPTURED BY THE JAPANESE NEAR TASHIBHIAO.

THE CHEFOO DAILY NEWS WONDERS THAT KURO-
PAKIN MADE ANY RESISTANCE AT LIAO-YANG WHERE
THERE ARE NO NATURAL DEFENCES AND FEW FORTIFICATIONS;
BUT THE REALLY IMPORTANT CENTRE IS NOW
TIEHLING.

CONSULAR AND MARRIAGE FEES IN BRITISH
CONSULATES IN CHINA AND COREA ARE TO BE PAID IN
STERLING, CLEAN MEXICAN DOLLARS BEING TAKEN AT
A RATE TO BE FIXED QUARTERLY. THE CURRENT RATE
IS 10D. PER DOLLAR.

THE JAPANESE MINISTER TO PEKING, MR. UCHIDA,
HAS INFORMED THE WAI-WU-PU THAT THE APPOINTMENT
OF PRESIDENT CHAO-ER-BEN AS VICEROY OF
MANCHURIA MEETS WITH THE APPROVAL OF JAPAN,
AS HE IS KNOWN TO BE A LIBERAL-MINDED MAN.—
UNIVERSAL GAZETTE.

THE FOLLOWING IS THE RETURN OF VISITORS TO THE
CITY HALL LIBRARY AND MUSEUM FOR THE WEEK
ENDING 2ND OCTOBER, 1904.—

AMERICAN..... 210
CHINESE..... 222
TOTAL..... 432

NON-CHINESE..... 222
CHINESE..... 67
TOTAL..... 289

CHINESE..... 1,622
TOTAL..... 1,689

TOTAL..... 289
1,689

Mr. Isaef, a merchant at Port Arthur, leaving
there for Chefoo with his family, was stopped
by a Japanese torpedo-boat and taken off to
the "Mikasa," where he was detained. His
family were allowed to proceed to Chefoo. Mr.
Isaef was allowed to proceed after being
closely questioned by a Japanese Admiral who
was not Togo.

It can be foreseen that there will be many
diplomatic troubles in Peking before long.
Mr. Otto Kong Sing appeared for the prosecu-

tion.

Mr. Otto Kong Sing appeared for the prosecu-

tion.

THE opening service of the new Union Chapel
at Weihaiwei was to have taken place on the
29th ult.

THE light on Black Point, Canton River, was
exhibited on the 29th ult. It is worked by a
clock-work revolving 3 ft. lantern. The light
on Ambur Point shows out for the first time
on 30th ult.

A WIRE to the *Cablenews* says that Charles M.
Schwab, president of the Bethlehem Steel
Works, has closed a contract with the Japanese
government for building practically a new navy
for that country.

GEORGE F. HOAR, senior United States senator
from Massachusetts, is dead. He passed
quietly away on 30th ult. after an illness of
some weeks. For several years past he had
been in feeble health.

THE proposed one design class Sailing Club
having now taken a definite form, and the
building of several boats being now in hand, it
is proposed that a meeting of all those who are
willing to form, or support such a Club, be held
in Mr. E. M. Hazle's office at 5 p.m.
on Friday next.

A MEETING in connection with the District
Grand Lodge of Scottish Freemasonry, is to
be held at the Masonic Hall on the 7th instant at
5 p.m., to consider the date for the installation
of the District Grand Lodge Office Bearers, and
to consider how the ceremony shall be cele-
brated. At the same meeting will be discussed
a proposal to hold a grand masonic ball some
time in November or early in December.

A SAN FRANCISCO cable of 29th ult. reports
that another movement looking towards an
early close of the war has been started. Secretary
Hay is now sounding the Powers as to
their attitude regarding a joint note to the two
belligerents arranging for an amicable settle-
ment of the points at issue in Manchuria and
Korea. Great Britain and France are under-
stood to be favourably disposed to such a move-
ment.

ACCORDING to a letter from a Russian office at
Port Arthur, the troops there are very much
depressed, and are feeling acutely the want of
vodka and tobacco, supplies of both of which
are entirely exhausted. General Stosse is trying
to keep up their spirits by telling them that
the eyes of the Tsar and all Russia are upon
them and that Kuropatkin is marching south
with a great army and defeating the Japanese
at every point.

THIS morning one of the Star Ferry Co.'s
boats very narrowly escaped sinking a large
junk close to the landing pier on this side of
the harbour. After the ferry had slowed down,
the junk, which was in the care of a couple of
elderly native women, slowed round within a
few yards of the advancing ferry. The engines
were put full speed astern, and although there
were some anxious moments, the junk suc-
cessfully got clear.

AFTER a series of surveys and examinations
the American engineers who are employed in
the construction of the Panama canal have
recommended that a change be made in the
original plan of the work and that the course
of the Chagres river be followed. This plan
contemplates turning the Chagres river into
the Pacific. The recommendation has been
approved by the commission and this plan will
be followed.

THE Hongkong Football Club opened the sea-
son at Happy Valley yesterday evening, with
a couple of games in the six-a-side football
contest. Gray's team beat Ancott's team by
two points to one, while Sandford's team put
Boyd's string out of commission by the narrow
margin of one goal to two. The usual rules
were in force, but it could not truthfully be
stated that any of the players showed form or
condition. The contest is continued this even-
ing with Boyd v. Knyvett, and Williams v.
Rutherford.

THE death is announced of Mr. LaSadio
Hearn, a most charming sotier, who succeeded
in photographing, as it were, the Japanese
soul. He was naturalised as a Japanese under
the name of Yukami Kozumi, and married a
Japanese lady. He was born in the Ionian
Islands, half Irish and half Greek, and at the
age of 10 emigrated to the United States, where
he gained his living as a printer and a journal-
ist. In 1890, fate took him to Japan where he
has since been engaged in literature and suc-
ceeded in conveying to the western imagination
a really living impression of the external aspect
of Japan. Among his books are "Glimpses of
unfamiliar Japan;" "Out of the East;"
"Kokoro; Hints and Echoes of the Japanese;"
"Stray leaves from Strange Literature;" and
"Gleanings from Buddha-fields." The de-
ceased writer was but 54 years of age at the
date of his death.

AT PRESENT VARIOUS DEMANDS HAVE BEEN PRE-
SENTED TO THE CHINESE GOVERNMENT BY SUCH
COUNTRIES AS RUSSIA, FRANCE AND GERMANY.
THE RUSSIAN MINISTER HAS DECLARED THAT, AFTER
THE CONCLUSION OF THE WAR, THE CHINESE GOVERN-
MENT WOULD BE REQUIRED TO PAY A LARGE SUM OF
MONEY, WITH REFERENCE TO THE CHEFOO INCIDENT,
SO FAR AS THE NEUTRALITY OF CHINA IS CONCERNED,
THAT RUSSIAN INTERPRETERS WOULD BE APPOINTED
TO EVERY TOWN AND DISTRICT THROUGHOUT CHEE-
WAH, AND THAT CHINA WOULD BE CALLED UP TO ACCOUNT
FOR THE DAMAGE CAUSED BY THE CHEFOO INCIDENT.
ON THE 11TH MARCH LAST, ON THE LAST NAMED
DAY A FURTHER ACCOUNT WAS OPENED, TO THE

TELEGRAMS.

(Reuters.)

Sir William Harcourt Dead.

LONDON, 2d October.
Sir William Harcourt was found dead in his bed on Saturday. Although ailing, his death was entirely unexpected.

The Baltic Fleet.

General Gripenburg will proceed to Manchuria in a month. The Tsar will go to Reval on the 4th instant, to bid farewell to the Baltic squadron.

The Fighting in Manchuria.

General Sakkhoff reports on the 30th ult., the cavalry expelled the Japanese from a village on the Hun river, and after burning seventeen junks laden with ammunition and stores retired on the approach of Japanese reinforcements.

The Japanese are still pouring across the Taitse-Ho at Beniku. It is stated that there are still a number of Chunchuses with the Japanese.

Japanese Tactics.

Reuter's correspondent at Mukden, on the 1st instant, wires that the prolonged inactivity on both sides emphasizes the creation of a new situation, the battle of Liaoyang which clearly terminated the first stage of the war necessitating the adoption of new tactics by the Japanese, who are now entrenching; although it is not improbable that they may attempt a flanking moment on the east.

(N. C. D. News.)

Japan's Answer to Russia.

Tokio, 29th September.
An urgent imperial ordinance, to be enforced from date, was gazetted to-day, modifying the Conscription Law.

The term for the second reserves has been prolonged five years, the distinction between the first and second reserves of conscripts being abolished thereby.

The hitherto so-called first militia becomes the second reserves, and the second reserve conscripts.

Altogether the period of service with the colours in the second reserve now totals seventeen years and four months against hitherto twelve years and four months.

The present ordinance is regarded as a reply to the recent ukase of the Tsar calling out the Russian reserves.

The term for active service soldiers hitherto was: Colours, 3 years; Reserve, 4 years and 4 months; Landwehr, 5 years; in all, 12 years and 4 months.—Ed.

Late Telegrams.

(Japan Exchanges.)

Yingkou, 20th September.
A Japanese school has been established here under the authority of the Japanese Military Administration Office. The opening ceremony was held to-day when the Foreign Consuls and some Japanese and Chinese traders, numbering about a hundred, were present.

Tientsin, 20th Sept.
Mr. Lesser, Russian Minister at Peking, arrived here yesterday. The purpose of his visit is kept a secret.

Seoul, 20th Sept.
The Koreans who wrecked the Seoul-Wiju railway at Koyang on the 27th ult. have been sentenced by Court-Martial to be shot.

Vienna, 22nd September.
Viceroy Alexeieff sent a long telegram to St. Petersburg severely criticising General Kuropatkin for retreating northward from Liaoyang, which he considers has discredited Russia in the Far East. The Tsar has sent strongly worded instructions to General Kuropatkin to the effect that he is to re-capitulate Liaoyang, and if possible, go to the rescue of Port Arthur, breaking through the Japanese Lines. General Kuropatkin is reported to be going to march southward as soon as reinforced by fresh troops.

London, 24th September.
The steamer *Foxton Hall* has arrived at Kiaochow and transhipped her cargo of coal to the German steamer *Erica*. The former sailed for Japan ostensibly; but it is believed that it was intended that she should supply the coal to Russian warships and colliers at Kiaochow.

Russian agents have lately been buying great stocks of coal. A large quantity has recently been shipped from Liverpool to Vladivostok. Some of it was sent to Hongkong for transhipment to the north. Several colliers are assembled in one of the uninhabited islands of the Philippines, waiting to supply coal to Russian warships.

Chefoo, 2d September.
There have been extraordinarily strong attacks on Port Arthur from the land side from the 20th to the 26th September. The Japanese have been, however, always repulsed. When the Japanese occupied a fort, which was before undermined by the Russians, the mine was exploded electrically, whereby the Japanese had terrible losses. It is reported that six thousand men were killed.

KWANGSI.

A Kwai-chin despatch says that though there are 30 yins (15,000 strong) of soldiers at Lu-chowfu and Chingyuan, these troops are in sympathy with the rebels, who are largely disbanding soldiers. In field very often both parties fire up towards the sky.—*Sin Wan-hao*.

The Imperial troops, under General Liao met a serious reverse at the hands of the rebels. It is believed that his men have gone over to the rebels. General Liao himself is missing.—*Eastern Times*.

THE WAR.

3,700 CHINESE KILLED AT LIAOYANG.

JAPANESE GUNS' DEADLY WORK.

WITH THE BRITISH FLEET

IN NORTHERN WATERS.

(From Our Naval Correspondent.)

At Sea, off Weihsien, 27th Sept.
Coal dust has been filling the air, for some weeks past, the collier *Meredith*, which by the way, may be considered our special vessel, having arrived and making a busy time in the bunkers. She is off shortly for Yokohama and returns with another load early next month. To give some idea of the work put in the following returns are forwarded, Vice-Admiral G. H. Noel concluding the report with the words, "Amphitrite swept collier; coaling of Albion and Vengeance very creditable."

Ship	Date	Time	Coaling	Tons taken	Average per hour
<i>Thetis</i>	....	7 Sept.	11 hrs. 30 m.	401	35
<i>Glory</i>	....	9 "	7 " 0 "	552	62
<i>Ocean</i>	....	9 "	6 " 52 "	607	88
<i>Albion</i>	....	12 "	6 " 25 "	700	109
<i>Vengeance</i>	13 "	8 " 45 "	050	108	
<i>Centurion</i>	13 "	6 " 23 "	454	73	
<i>Cressy</i>	14 "	9 " 45 "	600	73	
<i>Amphitrite</i>	14 "	5 " 5 "	134	26	

PRIZE FIRING.

The ships of the fleet have now completed their light quick firing prize shooting, with 3, 6 and 12 pds., and although the results have not yet been made known, there is reason for believing that a good average was maintained. It should be pointed out that this class of prize firing is for each individual ship and is not quoted against the other vessels. On the morning of the 19th the fleet steamed out from Weihsien, as we term the three-barrelled name, to carry out battle firing, but went through a series of manoeuvres appertaining to engaging a fleet in action, followed by towing target practice for captains' guns and sight setters, with common tubes. In this latter exercise the fleet, in two parallel lines, steams over a course oval in shape. Each ship tows a target which is fired at by the vessel on the opposite side of the line. It may thus be termed a preliminary course to battle firing in earnest when full charges and projectiles are used. This firing would have been carried out on the 19th had not the weather been rough with pretty high winds which, of course, the targets, with a large amount of canvas exposed on them, would have been unable to withstand. Upon the completion of manoeuvres the fleet went into the western entrance of the harbour and anchored pending better weather. Smaller targets have been laid out and small gun practice and cannon tube is being carried out.

NEWS FOR THE NAVY LEAGUE.

Whatever opinion may exist in some quarters regarding the efficiency of Great Britain's navy there is no fear of the China Squadron getting rusty, as the Admiral keeps the fleet on the move and, what is more, expends but a small quantity of coal during the manoeuvres. The latest telegrams of the war are posted up, and when the *Telegraph* comes along it is read with avidity both by the upper and lower decks. However, I am wandering from my subject, but may be pardoned for the digression. On the 21st we carried out battle firing, which, as you will have already gathered, is in reality a rehearsal of what actual warfare would be. The targets are laid out, and the ships doing the firing are led by another vessel, which is meant to indicate that the ship firing forms part of a division of ships. They are manoeuvred by signal and led by the vessels ahead. The conditions are that so much time is allowed, according to manoeuvre executed, the range has to be judged by the ships firing, together with the deflection wanted. The firing is usually started by a few single shots for the purpose of getting the range, and then all guns that can bear on the targets fire, each officer of groups and each captain of guns trying to adjust his firing according to the approaching or receding of the ship to the target. The distance at which the operation has usually commenced has been about 10,000 yards, and in a good many cases the extreme range of the guns has been employed. Nearly every conceivable tactic has been employed, and it is creditable to the ships of the fleet to be able to record the fact that, taken on the whole, the firing was good, notwithstanding that the weather was by no means favourable. The results have not yet been announced as the firing will be published in the quarterly returns. On the 23rd, after being anchored overnight, the fleet again proceeded to sea, and firing with the light Q.F. and heavy guns was carried out, the targets suffering severely as the weather was favourable and the shell fire very accurate. The shrapnel literally tore up the wire meshes of the targets.

AT ANCHOR.

The Italian cruiser *Marco Polo* was sighted at sea during the forenoon, and on the fleet anchorage at Weihsien she was found already anchored, and visitors were soon exchanged. A court martial was assembled on board the *Centurion* to try Mr. Burton, gunner, on a charge of intemperance while on duty, and, being found guilty, he was sentenced to lose three years' seniority and dismissed his ship. He was discharged to the *Humber* on the 23rd. A second court martial has been held, this time aboard of H.M.S. *Cressy* for the purpose of trying J. Winer, stoker, for refusing duty and attempting to strike his superior officer. He was sentenced to twelve months' hard labour.

Football has already been started, results up to the present being as follows:—*Albion* beat *Andromeda*, 6 to 1; *Vengeance* beat *Cressy*, 2 to 1; *Ocean* beat *Andromeda* 3-0; *Amphitrite* beat *Leviathan*, 4-0; and *Albion*'s beat *Vengeance*, 5-1. Considering that the *Albion* men have only just commissioned they are very good indeed, and give promise of reaching the top of the league this year as easily, or better, than the old commissioners.

Referring to sport, I should like to point out that an error crept into my report of the regatta instead of the *Glory* having won the Captain's and Officers' cups it should have been the *Vengeance*.

A boxing tournament has been arranged, and was to have come off on the 24th, but had to be postponed until the Monday owing to the Admiral giving a dinner party that night. I have arranged for one of the sporting members to write a few lines, and have no doubt he will forward you an account.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE "KANSU" MURDER CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—It is a generally conceded maxim in jurisprudence that the Press should abstain from commenting on, or criticising, cases *sub judice*. Notwithstanding this, opinion has been very freely expressed in the Hongkong papers as to the actual perpetrators of the murder of the unfortunate comrade of the s.s. *Kansu*, which happened a few days ago. That such a regrettable incident did occur, no one will attempt to deny, nor does one lose sight of the gravity of other issues thereby involved; but that the "correspondents" of the various papers concerned should, during an attack of *cacoethes scribendi*, feel disposed to lay the blame at the door of the men from the U.S.S. *Helena* is quite another matter, although that in itself does not necessarily alter the original complexion of affairs. The inquiries held both official and unofficial—have, so far, failed to fix the guilt on any specified person, or persons, and the evidence which was adduced proved most conflicting. One witness, for instance, (a foreigner) who volunteered to identify the culprits from amongst the men of the *Helena* became visibly embarrassed when put to the test, and two of the men whom he did point out were either on board at the time when the occurrence took place, or otherwise able to prove an unshaken, and fully corroborated, *alibi*. Under the circumstances, would it not seem more rational, not to say politic, to cease from passing such severe strictures on a body of men, who in the eyes of the law, at least, are still innocent, and to suspend judgment generally, until the finding of the court of inquiry is made public?—Yours, &c.,

SHAMEEN.

Canton, 3rd October, 1904.

COMMERCIAL.

SHARE LIST.

2.30 p.m.

Following are some further alterations in Messrs. Benjamin, Kelly & Potts' share quotations:

A. S. Watsons ... \$134 ex new issue
Water Boats ... 23 sa. & b.

FREIGHT MARKET.

LOCAL.

The reported settlements for the week ended Saturday embrace seven vessels, of which the last two were on monthly terms. The particulars relating to the latter are as follows:—1 Norwegian steamer, 1,000 tons, for four months at \$7,500 per month, and 1 German steamer, 1,100 tons, for nine months at \$7,250 per month. Of the five other fixtures four were for rice loading at Saigon, and the terms of each which have transpired are as follows:—An Indo-China Co.'s steamer Saigon to Kobe at fifty cents per picul; option Hongkong at thirty cents. A British steamer, 1,046 tons, same port to this 23 cents; and a smaller German carrier (794 tons) obtained 25 cents. Saigon to one port Philippines commanded 35 cents per picul. For a vessel of 914 tons, hence to Kobe, \$7,750 was paid in full for the single trip.

The new week has opened with an appreciable improvement in the market, especially so for tonnage to Newchwang. A steamer of a local company is reported as having secured sixty cents per picul.

SHANGHAI.

On the 29th ult. Messrs. Wheclock & Co. wrote in their circular:—We are glad to be able to report that our Homeward Freight Market continues to be fairly brisk and cargo fairly plentiful in all directions; tonnage is plentiful and the boats loading in the near future may expect to receive good support.

COASTWISE.—Rates on the coast are still flourishing from the ship-owners' point of view owing to the scarcity of tonnage and the demand for trip-charters considerably exceeds the supply at the moment. China coasting rates are on the rise, whilst coal freights from Japan are firm at our quotations.

RAUB MINE.

PROGRESS REPORT.

The report of the General Manager at Raub for the four weeks ending on the 10th September gives us as follows:

The mine measurements and assay results of prospecting work, prepared by the Mine Manager, show a total of 161 feet for the period (4 weeks) under review, made up of 4 feet sinking, 47 feet driving, and 110 feet cross-cutting, as against a total of 202 feet for the previous four weeks.

MINES.

New Main Shaft.—The second half of the headgear has been raised into position.

Bukit Komai Main Shaft.—Since the introduction for the electrically driven Cornish pump and the self-dumping skips in this shaft, sinking has been resumed; it will be proceeded with energetically and at less inconvenience to the other work. 4 feet has been sunk, bringing the total depth to 84 feet below the 340 level.

340 Level North.—This drive has been extended 14 feet, making the aggregate 317 feet. The lode is 12 feet wide and is worth 2 dwt. per ton.

340 Level North, No. 1 Winze.—Preparations are being made at 250 feet north of the shaft to sink a winze to connect with the 340 level.

340 Level South, -8 feet has been added to this drive, bringing the total to 318 feet. The lode is 42 in. wide and assays 5 dwt. per ton; it continues to be hard and shows indications of improvement.

340 Level South, No. 1 Winze.—At about 200 feet south of the shaft cutting in for No. 1 winze the 340 level has been started, and 4 feet has been done.

340 Level North, No. 2 & 3, STAMFORD ROAD.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,

Proprietor.
H. T. SARRE,
Manager.

Hongkong, 4th October, 1904.

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW and LIVERPOOL	"YANGTSE"	29th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM AND ANTWERP	"PATROCLUS"	11th October.
*GENOA, MARSEILLES & L'POOL	"PINGSUEY"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	25th October.
LONDON, AMSTERDAM & ANTWERP	"ULYSSES"	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th October, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. [1019]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" ... 1,309 J. P. MARTIN.

"KWONG TUNG" ... 1,238 H. W. WALKER.

Leave Hongkong for Canton at 6:30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [1018]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

CEBU and ILOILO	"KAIFONG"	4th October.
MANILA	"TAMING"	5th "
YOKOHAMA and KOBE	"TAIWAN"	7th "
SHANGHAI	"WOOSUNG"	8th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SAGAMI" 3rd October.

"HINDUSTAN" 10th

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 30th September, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8:30 A.M., and returning from Macao at 7:30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD., NORONH,

Macao Agent.

Hongkong, 2nd September, 1904. [1018]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Capt. A. Stewart, will be despatched for the above Ports, on TUESDAY, the 4th proximo, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED.

Agents.

Hongkong, 27th September, 1904. [1013]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA."

Captain J. B. Pearson, will be despatched as above, on WEDNESDAY, the 5th October, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 28th September, 1904. [1018]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN."

Captain Parker, will be despatched for the above Port, on or about TUESDAY, the 16th October.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 29th September, 1904. [1018]

Mails.



NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 4th of October, at 9:30 A.M.

All Claims must reach us before the 10th of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 27th September, 1904. [1018]

To Let.

TO LET.

ONE of the best dwelling houses at Macao—House, No. 20, on the Rue da Penha. Has a fine and large Garden, a spacious Yard, Eight Rooms, besides Sitting and Dining Rooms, and Two Verandas. Situate near BOA VISTA HOTEL, with beautiful View of the Inner Harbour and Roadstead.

For Particulars, apply to J. V. JORGE, Macao.

Macao, 3rd October, 1904. [1017]

TO LET.

FINE LARGE STORE in QUEEN'S ROAD, Most central position.

Apply—

"X,"

Care of Hongkong Telegraph Office.

Hongkong, 12th September, 1904. [1017]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [1018]

TO LET.

NO. 22, ROBINSON ROAD. Low Rental.

Apply to—

AHMET RUMJAHN,

64, Queen's Road.

Hongkong, 2nd September, 1904. [1016]

Intimations.**NOTICE.**

IN THE MATTER OF THE ESTATE OF
GEORGE MANINGTON, LATE OF
VICTORIA, IN THE COLONY OF HONG
KONG, JOURNALIST, Deceased.

NOTICE is hereby given that all CREDITORS should send their CLAIMS against the above Estate to the undersigned before the 16th day of October, 1904, failing which they will not be recognised.

Dated this 16th day of September, 1904.

E. A. SNEWIN,

Executor.

FURNITURE WAREHOUSE.**LI KWONG LOONG,**

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ltd., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:-

"We have pleasure in stating that Mr. Li
KWONG LOONG furnished the Annex to our
Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

1904

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.**SUBSCRIPTIONS.****PAYABLE QUARTERLY IN ADVANCE.****EXCHANGE LINES: \$35 Per Quarter.****NO CHARGE FOR INITIAL**

INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES,

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE,

SEND FOR PRICE LISTS.**ELECTRIC BELL INSTALLATIONS.**

Estimates given for all kinds of Electrical
Work.

ADDRESS:—2, ICE HOUSE ROAD,

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 1st April, 1904.

Austra... Br. ss. 1,286, H. Veron, R.N., 3rd
Oct.—Yokohama, 25th Sept., Mails and
Gen.—M. M. & Co.

Nam-Sang, Br. ss. 2,011, Geo. Payne, 3rd
Oct.—Calcutta via Penang and Singapore
12th Sept., Gen.—J. M. & Co.

Hailong, Br. ss. 780, C. A. Minton, 3rd
Oct.—Chusan (Hainan Island), 30th
Sept., Ballast—D. L. & Co.

Tremont, Br. ss. 6,105, Tbos. W. Garlick,
3rd Oct.—Mails 1st Oct., Gen.—D. L. &
Co. Id.

Sagami, Br. ss. 1,668, P. V. Littlehales, 3rd
Oct.—Amoy 1st Oct., Gen.—D. L. & Co.

Ulysses, Br. ss. 1,182, L. M. Bevan, 3rd Oct.—
Singapore 23rd Sept., Gen.—D. L. & Co.

—Hoogay 1st Oct., Coal—D. L. & Co.

Nanshan, Br. ss. 1,399, H. F. Stovell, 3rd
Oct.—Kuchinotzu 28th Sept., Coal—M.
B. K.

Woosung, Br. ss. 1,126, M. Dawson, 3rd
Oct.—Shanghai 30th Sept., Gen.—B. S.

Manchuria, Am. ss. 8,750, J. W. Saunders,
4th Oct.—San Francisco 30th Aug., and
Manila 1st Oct., Mails and Gen.—P. M.
S. S. Co.

Loonggang, Br. ss. 1,002, G. S. Weigall, 4th
Oct.—Manila 1st Oct., Gen.—J. M. & Co.

Anchenarden, Br. ss. 2,351, R. Bryce, 4th Oct.,
—Moj 28th Sept., Coal—M. B. K.

Sultan Van Langkat, Dut. ss. 2,810, Dut. Oct.,
—Balik Papan 26th Sept., Bulk Oil—M.
& Co.

Halmun, Br. ss. 636, A. Robson, 4th Oct.,
Swatow 3rd Oct., Gen.—D. L. & Co.

Vessels in Port.

STAMMERS.

Aigcourt, Br. ss. 2,076, J. E. Wilson, 3rd
Oct.—Hainan 1st Oct., Sand and Water.

—Order.

Andrea Rickmers, Ger. ss. 1,020, H. Kohn,
28th Sept.—Bangkok 22nd Sept., Rice—
B. & S.

Athenian, Br. ss. 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C. 29th Aug., and

Shanghai 25th Sept., Gen.—C. P. R. Co.

Borneo, Ger. ss. 1,344, E. Muhle, 1st Oct.,
Manila 27th Sept., Timber and Gen.—
M. & Co.

Carl Mennel, Ger. ss. 884, Voss, 2nd Oct.,
Hongkong 30th Sept., Coal—E. A. T. Co.

Chunsang, Br. ss. 1,416, R. Cox, 1st Oct.,
Moj 25th Sept., Coal—J. M. & Co.

Clavering, Br. ss. 2,145, D. Barton, 28th Sept.,
—Salina Cruz and Moj 18th Aug., Coal—
C. C. S. Co.

Courtfield, Br. ss. 2,874, J. W. Martic, 1st
Oct.—Durban 6th Sept., Ballast—G. L.
& Co.

Devawongse, Ger. ss. 1,068 Ch. Kümpel, 2nd
Oct.—Bangkok 24th Sept., and Swatow

1st Oct., Rice and Timber—B. & S.

Elig, Nor. ss. 703, Christoffersen, 30th Sept.,
—Ilolo 26th Sept., Gen.—S. & W. Co.

Emma Luiken, Ger. ss. 1,110, H. Martens,
25th Sept.,—Tjilatap (Java) 9th Sept.,
Sugar, Nuts and Oil—Chinese.

Empress of China, Br. ss. 3,046, E. Beeham,
R.N.A., 27th Sept.—Vancouver, B.C., 5th
Sept., and Shanghai 24th Mails and Gen.—
C. P. R. Co.

Hanoi, Fr. ss. 700, P. Merlees, 3rd Oct.,
Haiphong and Hoitow 2nd Oct., Gen.—
A. R. M.

Kohchang, for Bangkok.

Taiwan, for Amoy.

Wuhu, for Saigon.

Catherine Apur, for Calcutta.

Kaisong, for Cebu.

Pusnia, for Amoy.

Sugam, for Manila.

Lamgoon, for Canton.

Shantzi, for Saigon.

Indrawadi, for Shanghai.

Carl Diederichsen, for Haiphong.

Promises, for Bangkok.

Deutsche.

Oct. 4.

Australien, for Europe.

Kohchang, for Bangkok.

Taiwan, for Amoy.

Wuhu, for Saigon.

Catherine Apur, for Calcutta.

Kaisong, for Cebu.

Pusnia, for Amoy.

Sugam, for Manila.

Lamgoon, for Canton.

Shantzi, for Saigon.

Indrawadi, for Shanghai.

Carl Diederichsen, for Haiphong.

Passengers arrived.

Per Ulysses, from Singapore—124 Chinese.

Per Hallong, from Chue-tau—Mr. J. W.
Jameson, Capt. Crocker, and Mr. Boyd.

Per Loonggang, from Manila—Messrs.
Santiago Mercado, F. J. Werner, Mr. and Mrs.
Hayashi, Mr. and Mrs. Hashiguchi, Messrs.
Wong Bao Ju, José 20 Chinese, and 1
Japanese.

Per Mancharu, from San Francisco—Mr. de
L. C. Agco, Mr. and Mrs. J. W. Ballantine,
Misses Blanche Ballantine, Agnes Ballantine,
Master John Ballantine, Mrs. H. A. Burke,
Misses Rosa Burke, Rosa Burke, Maria Burke,
Choo Cheuk Sun, Mr. and Mrs. Liang Lun
Sang and a children, 487 Chinese, 1 Japanese,
and 9 Indians.

Per Mancharu, from Calcutta—Capt. and
Mrs. A. P. Douglas, from Singapore—Messrs.
H. Black, W. A. Brand, V. S. Vanck, Curias,
Choo Cheuk Sun, Mr. and Mrs. Liang Lun
Sang and a children, 487 Chinese, 1 Japanese,
and 9 Indians.

Per Mancharu, from Honolulu—Messrs. Fred.
M. Brachtel, Geo. Stueben, and Wong Chong.

From Yokohama—Lieut. N. W. Buntton, Mr.
Tom Petrie, Mr. Walter H. Watson, Mrs.
Elizabeth Watson, and Mr. and Mrs. A. Bock.

Oscar II, Nor. ss. 4,600, R. Olsen, 3rd Oct.,
—Moj 27th Sept., Coal—M. B. K.

Prudence, Nor. ss. 603, C. Cornelius, and
Providence, Nor. ss. 800, Gen.—O. S. K.

Rubi, Br. ss. 1,611, R. W. Almond, 3rd Oct.,
Manila 1st Oct., Gen.—S. & T. Co.

Stettini, Br. ss. 1,365, J. E. Farrell, and Oct.—
Singapore 26th Sept., Kerossine—Mr. Geo.
McBain.

Suisang, Br. ss. 1,776, V. Mc. C. Liddell, 3rd
Oct.—Samaraung 23rd Sept., Sugar—J.
M. & Co.

Taiyuan, Br. ss. 1,460, L. Dawson, and Oct.,
—Sydney 9th Sept., Gen.—B. & S.

Taming, Br. ss. 1,350, Penang, 30th Sept.,
—Manila 27th Sept., Hemp—B. & S.

SAILING VESSELS.

Bouraki, Fr. bq. 1,710, S. Jean, 6th Sept.,
New York 10th May, Kerossine—S. G. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th
July,—Chefoo 20th June, Ballast—Order.

Evie T. Ray, Am. bq., 918, Kartan, 6th Aug.,
Manila 20th June, Timber—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,
New York 19th Jan., Kerossine—S. O. Co.

Nanshan, from Swatow—Mrs. Chapman
and child.

Per Rud, from Manila—Mr. and Mrs. G.

Absilia, Messrs. Manuel Asencio, Rafael
Machuca, S. Volasco, Miss F. Jones, Messrs.
Go Checo, P. E. Go Checo, V. N. Somosa,
Cuasugao, B. M. Macke, C. Francke, Mrs.
Buggardige and infant, Messrs. C. S. Downs,
N. Go Go, Sy Giang Teng, Patten Lee, and
65 Chinese.

Per Australis, for Hongkong, from Yoko-
hama—Mr. Lebo, Mr. and Mrs. R. Parry,
Messrs. Cunningham, John Ling, Matsushima,
and Muira; from Shanghai, Consul and Mrs.
Kahn, Mrs. Rosalie Brandt, Mrs. Eugenie Sporn,
Messrs. Pollock, A. Elbridge, Hardy, Dorsey,
Jacquemart, Nekas Hagegeorgen, B. Gernant,
Manuel Jain, and Filippi; for Salou, from
Shanghai, Mrs. Durand, Messrs. C. Smith,
J. Latson, I. Taquin, L. Roy, Carl Buerlein,
and Christian Nouen, for Singapore, from Kobe,
Messrs. Kaidzu Inone, Ishiro, Nigashi, Ishiro,
Irasawa, Fomita, Yee, Meyer, Philip, and Smith;
from Shanghai, Mrs. J. Goldstein Mr. and Mrs.
Gruberberg, Messrs. Darneol and O. Harisch;
for Colombo, from Yokohama, Mr. Aramian;
from Shanghai, Mr. and Mrs. Luttinger, Messrs.
Myer, Baker, H. Clustine, A. A. Cox, and J.
Tripplett; for Port Said, from Shanghai, Messrs.
R. P. Santoni and Matteofraggi; for Marcelli,
from Yokohama, Mrs. Klinge and infant,
Messrs. Declava, Roppon, Tschene, Ma Rieja,
Rabeja, and Gona; from Kobe, Mr. and Mrs.
Wall and 3 children, Mrs. Okerman, Mrs. Backe,
Miss Ory Ryia, Messrs. Jackson, Calderv, Dar-
ling, Colson, Wilcox, Johnson, Cooper, Hansen,
Williamson, Holden, Jose da Costa

Intimation.

CHAZALON & CO.
WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAUT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bottles, Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	Moët & Chandon
Brut Impérial	50 "

ALSO TRY OUR
BLACK and WHITE WHISKY.

- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00

The Half-Litre \$2.50

CHAZALON & CO.,
Sole Agents for Hongkong, China and Japan.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$150,000	\$1,492,554	Div. of \$1.10/- @ exchange 1/9/15/16 \$16.41 for first half-year 1904	64%	\$650 buyers
National Bank of China, Limited	99,925	\$7	\$7	\$175,533 \$191,973	\$21,668	\$1 (London 3/6) for 1903	54%	London £.67 \$39 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872 \$100,000	\$1,959,926	\$32 for 1902	5%	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	64%	561
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 72½ buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,793	\$486,84	\$2 for 1902	94%	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	64%	\$245 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22½ for 1902	64%	\$332½ buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$2,561	\$320,047	\$6 dividend & \$1 bonus for 1902	8%	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,020	\$15	\$15	\$150,000 \$600,000 \$157,555	\$16,362	\$1½ for first half-year 1904	10½%	\$284 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903	5%	\$130 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	64%	\$32 ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,093 \$400,000	\$1,287	\$1.80 & b. 40 cts } for year ending 30.4.03 (\$0.90 & b. 20 cts)	54%	\$41 sellers \$30 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,025 \$18,000	\$33,648	\$5 for 2nd ½-year making \$13 for 1903	84%	\$145 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$130,153 \$400,000	Tls. 19,555	Interim of 1/- (Coupon No. 4) for 1903	6%	25/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1.1 for 1904	10%	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	64%	Tls. 46½ buyers Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$245 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,005	\$3 for 1897	56	Tls. 60 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 14,356	Tls. 24 for year ending 30.9.03	44%	...
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,29,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	\$1	18/10	14,873	Dr. \$7,436	No. 12 of 1/-	...	56
Chinese Engineering and Mining Company, Ltd.	50,000	\$1	18/10	14,873	Dr. \$7,820	No. 3 of 1/6	...	Tls. 7½
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$66 dividend and \$2 bonus for first half-year 1904	64%	\$225
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	64%	Tls. 180
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	Tls. 43,732	\$6 for 2nd half year 1903	44%	\$350 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10/- dividend } for 1903	64%	\$105 sales
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$10/- dividend & \$2 bonus for 1903/3	64%	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	Interim of \$2½ for 1904	44%	\$113 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$230,000	Tls. 48,153	Interim of Tls. 12 for 1904	64%	...
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	64%	Tls. 157½
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 59,913	Tls. 1,760	Tls. 18 for 1903	94%	Tls. 189 sales
New Amoy Dock Company, Limited	6,000	\$6½	\$6½	Tls. 6,000 \$55,500	\$489	\$1 for 1903	44%	Tls. 21 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$51,966	Interim of \$6 for 1904	8%	\$150 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,034	Interim of Tls. 3 for 1904	74%	Tls. 111 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7%	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2	61%	Tls. 55</